

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR(Ukrainian SSR)

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SUBJECT KhTZ Tractor Plant at Kharkov

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1. The KhTZ Tractor Plant in Kharkov is located 7 km southeast of Kharkov ($36^{\circ}15'N/48^{\circ}00'N$), Ukrainian SSR, on the railroad line to Chuguyev ($36^{\circ}43'N/48^{\circ}12'N$), north of Lossevo railroad station. A ball bearing plant borders the plant on the southeast.
2. Reconstruction work was not completed as of May 1948. Destroyed buildings located in the northern area of the plant were not being reconstructed at the time of observation. German, American and British machines were installed in the reconstructed halls in addition to outdated Russian machines. The plant was composed of a foundry, a forge, a boiler house, a lathe department and milling shop, an annealing and grinding shop and three assembly shops. These work-shops were not in full operation during the period of observations, part of them being used to repair tractors. Electric power was allegedly supplied to the plant from outside sources. *
3. The plant reportedly did not manufacture any trucks in 1946. Replacement parts for tractors and railroad cars were manufactured and tractors as well as motor vehicles were repaired there in October 1947. Eight to ten new tractors per day were assembled in December 1947, some of them being assembled from salvaged tractors and some from new components delivered to the plant. The daily output had risen to 10 to 15 tractors by May 1948. Specifications of tractors: Length 2.5 meters, height from road to engine hood 1.5 meters, height of driver's cab over 2 meters; three bogie wheels and one drive sprocket. **
4. In 1946, 1,000 Soviets were employed working in one shift. In May 1948, two shifts of 1,500 Soviets each were employed.

Comment. For layout of plant see Annex 1.

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Comment. These statements essentially agree with previous information. According to Soviet press reports of September 1948, the plant was completely reconstructed by August 1948 and was equipped with an instrument section and a machine shop and repair section. A new section for tractor replacement parts was put into operation early in 1950, according to Trud of 20 April 1950. The manager of the plant was P. Lisnyak (Izvestiya, 14 October 1949), chief of the central laboratory was I.S. Svet, and the engineer was D.I. Kusnetsov (Pravda, 10 April 1950). The plant produced KHTS-Nati type track-laying tractors

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until early in 1949. After February 1949, the 52-HP kerosene engine of this tractor was replaced by a 54-HP Diesel engine, which consumed 30 to 40 percent less fuel than the former engine. The designation of the improved tractor is the TD-54. (Pravda, 18 January 1949). Late in July, the 15,000th tractor left the shop. The total output for 1948 was estimated to be 10,000 tractors. The output for 1949 was estimated to be 14,000 (142 percent of 1948 according to Pravda Ukrainyi of 17 January 1950). Some samples of a new wheel-type tractor of type KHTS-7 were produced in June 1949. This tractor was designed for use in gardens and was equipped with a 12-HP gasoline engine and four gears; the wheels had rubber tires (Pravda of 30 June 1949). The manufacture of this tractor was started in May (Pravda of 12 May 1950). In addition to the tractors, small machine-tools, jigs and fixtures were manufactured.

1 Annex: List.

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Annex

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Layout of the Tractor Plant in Kharkov.

1. Foundry: Four smelting furnaces.
2. Forge: Steam hammers, one of them about 2.5 meters high, one annealing furnace and hydraulic presses.
3. Boiler house: One large boiler with a daily consumption of 12 to 15 tons of coal.
4. Lathe department and milling shop: 16 to 18 lathes, three metal milling machines and two or three planers.
5. Grinding shop: Two grinding machines, one cylinder grinding machine, four or five turret lathes and one crankshaft grinding machine.
6. Chassis assembly shop.
7. Engine assembly shop.
8. Final assembly shop.

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